

Hudson Closed Cars

Luxury, Beauty, Comfort and Quality without Extravagance. Finest Limousine and Coupe Bodies on Chassis Designed by 48 Master Builders. A Four—the "37," and the "54"—a Six.

If you seek beauty, comfort, quality, richness and appointment, and do not especially care for exclusiveness which is obtainable only by paying a high price, these cars will appeal to you.

The bodies were designed by men who have done similar work for builders of the most expensive cars. No expense has been spared in material or workmanship. By larger production than is possible with cars of much higher price, we are able to include all in appointment, in finish, completeness and other essentials that is to be had in any closed body automobile.

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HUDSON cars are designed and built by 48 expert engineers, at the head of which body is Howard E. Coffin, America's leading automobile designer.

These men were gathered from 97 leading factories of Europe and America and have had a hand in building more than 200,000 motor cars.

They have contributed all their experience and skill to the production of the HUDSON "37" and the "54" HUDSON. These cars are the best they know.

Just as much skill and experience is incorporated into the building of the bodies. The imagination of the most fastidious buyer can suggest nothing in appointment, tone, character or completeness that these cars do not possess. Every thought has been anticipated. In choosing a HUDSON the only detail that you do not get which is found in some other cars, is that uncertain quality which cost alone suggests but does not assure.

See the Triangle on the Radiator

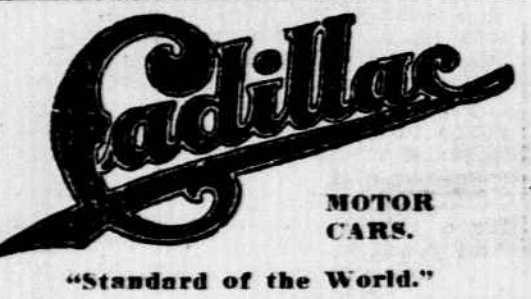
Electric Self-Cranking—Electrically Lighted

The Limousine and Coupe bodies used are identical for both chassis. The former seats seven—the latter three passengers. Limousines are finished in imported Bedford Cord, over-stuffed upholstery. The Coupe is upholstered in pique grain leather.

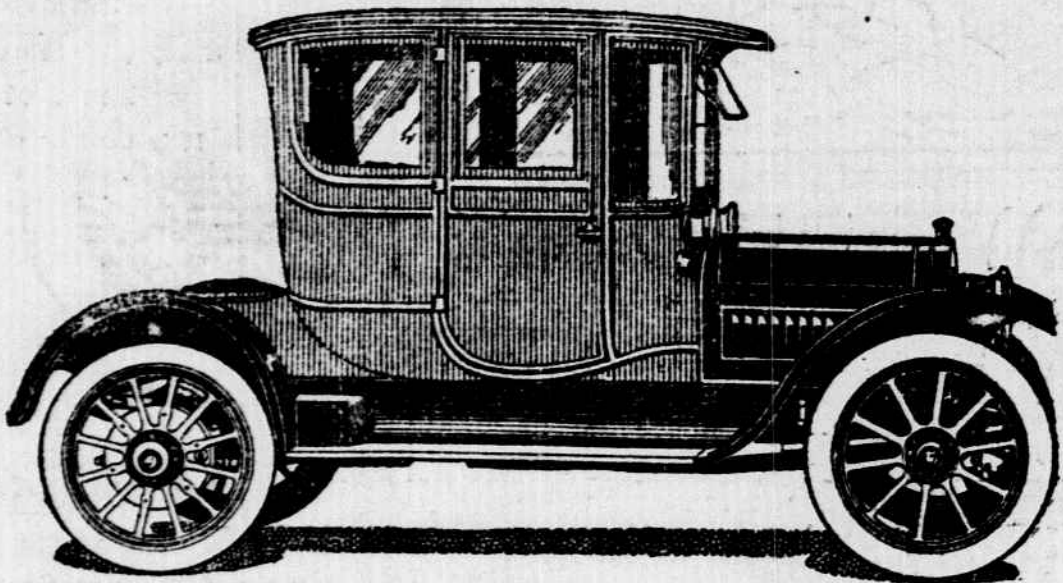
The Limousine on the "37" chassis is \$3250, and on the "54"—the Six—chassis is \$3750. The Coupe on the "37" is \$2350, and on the "54" \$2950. Prices are f. o. b. Detroit. Open bodies—either Touring, Torpedo or Roadster type—are furnished at extra charge.

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BY HOWARD S. FISK.

THERE is every probability that the year 1913 will be a record breaker from the standpoint of construction and improvement of roads throughout the United States.

The movement for good roads is spreading every year and today is a very important question before the people. A number of the states of the Union have been waging good roads campaigns, and as a result vast sums of money will be expended for this cause within the next year. New York and Pennsylvania have prepared for \$50,000,000 bond issues, and these will be determined at the coming meeting of their respective legislatures. Maryland has already spent several million dollars in the improvement of its highway system and in the construction of new roads throughout the state. This condition of affairs not only exists in the eastern and middle states, but throughout the southern and western parts of the United States. In every state in the Union where a start is made in the building of good roads as the work progresses converts are made to a more liberal and progressive policy.

Better roads mean progress and prosperity, a benefit to the people who live in towns, an advantage to the people who live in the country and at the same time help every section of the country. The cost of bad roads is said to be added to the price of products of the farm, and that is what is making the people of the

other ways to the attractiveness of country life. Their value is now fully appreciated and their needs felt, for bad roads tend to isolate rural conditions, impede travel and interfere with school attendance and church-going, and in many other ways hinder progress.

Road Work in Maryland.

To satisfy the public demand for the rapid construction of roads at a minimum cost, and at the same time construct them of such a high type as to withstand the constantly changing and increasing strain of modern motor traffic, is a problem which is at present confronting many of the states. To meet this situation in part, the types of roads being constructed in the state of Maryland are being adapted, as far as consistent with a proper system of state highways, to the physical characteristics, the traffic requirements and the desires of the people in the several parts of the state.

In western Maryland operations are at present largely confined to the resurfacing of the Frederick and National pikes from Baltimore west to the Pennsylvania state line, the old roads being utilized for this purpose. In southern Maryland sand-clay-gravel roads are being built in a number of places. While these may not be regarded as permanent modern highways, still they meet a local demand and give a much larger mileage, in sections where traffic is light at present.

On the eastern shore, where there is no road-building material except oyster shells, which it is said, have not been suitable for modern roads, and which are used only in exceptional cases, choice is practically restricted to stone macadam roads, with a probable future development

for years past, and this undoubtedly will be welcome news.

Section Is Impassable.

This section is almost impassable, he continues, owing to the great amount of grading that was necessary to be done and the number of culverts that had to be constructed. Every effort is being bent to have this road put in condition as quickly as possible.

In speaking of the plans for the other portions of the road between Perryville and North East, which forms part of that twelve-mile stretch, Engineer Shirley says that next year he hopes to be able to grade and drain this road, thus making it an improved section for the entire length. At the request of the writer he has offered the two following routes for motorists who have occasion to motor to points north of Elkton: Cross the Susquehanna river at Conowingo and motor via Rising Sun to Newark, Del., thereby avoiding this road. The second route is to cross the Susquehanna river at Perryville and proceed to North East, then making a detour at North East, to the north via Leesd, Cherry Hill and Elks Mill. Also, there is a shorter route just running parallel to this road, which, however, is not in quite as good a condition as the ones above referred to. Detours

GOOD ROADS MOVEMENT SPREADING THROUGHOUT THE UNITED STATES.



cities willing to help bear the burden of road improvement. The "high cost of living" is now confronting them on every side and they have at last realized that bad roads have much to do with it. Good roads have been the great empire builder of both ancient and modern times. Ancient Rome prided herself upon her roads. Many of her roads have stood the wear and tear of traffic for 2000 years without material deterioration. Modern inventions such as the automobile and motion picture apparatus are the clarion call of today for good roads. Good roads are not only a necessity, but there is an imperative demand for them, a demand that is rapidly becoming universal.

Farmer Vitiably Interested.

It is the farmer who is most directly and vitally interested in the improvement and construction of country roads. Whatever may be the ultimate destination of farm products, their first movement is over the country roads. Every improvement in a highway—be it a waterway, a railway or a wagon road—means an enlargement of the opportunities of those engaged in any kind of business contiguous to it. Operating a farm is in the highest sense conducting a business in which a high grade of intelligence is required to insure success.

The farmer is our greatest producer. Unlike the manufacturer, he cannot load his products in cars at the scene of their production and be relieved of the responsibility of transportation. To him falls the duty of hauling his entire saleable production to the nearest and best market, perhaps a mile, or probably several miles. With bad roads his hauling task is a task of Herculean proportions. It is most favorable, thus keeping him and his team away from farm work at times when that work can be most effective. In addition to contributing to the profits of agriculture, good roads add in

of concrete. In central Maryland, and near Baltimore, water-bound macadam, bituminous macadam, concrete and vitrified brick are being utilized, according to the varying conditions and the more intense traffic.

New Concrete Roads.

It might be of interest to the motorists of Washington to know that the short stretches at Bladensburg and near the Baltimore-Washington College on the Baltimore-Washington boulevard are being constructed of concrete instead of macadam, as the other portions of the same highway are built. A large amount of experimenting is now going on throughout the United States with a view to developing a not too expensive road which will withstand the wear and tear of heavy motor traffic without excessive reconstruction and maintenance charges. At present it looks as if some sort of concrete road, with a bituminous binder, would come nearest to that requirement. Roads of this material are being tried out in several states with excellent results.

Henry G. Shirley, chief engineer of the Maryland state roads commission, has devoted careful study and investigation to this subject, with the result that five roads of this kind are now under course of construction in our neighboring state. Three short stretches are on the Baltimore-Washington boulevard, at Bladensburg and at Paint branch, just beyond Capital Park, and in the village of Landol, about midway between the National Capital and the Monumental city. The two other stretches are five miles in Charles county, from Rock point, on the lower Potomac river, to Thompsonville, and on the west of the clay sections on the Elkton road from North East, to Elkton, Md. This last stretch has been a terror to all motorists from this city

are still necessary at Bladensburg, which may be avoided by motorizing through Brookland to Hyattsville, and at Paint branch, where the roadway and bridge across the stream are both under construction at the same time.

Pennsylvania's Good Work.

In Pennsylvania in nearly every section the network of mud and stone boulder roads are giving way to fine macadam roads. This transformation will continue with greater vigor after the \$50,000,000 bonds have been authorized by the state legislature when it meets. District motorists are interested in the roads of that state by reason of the fact that they spend considerable time motorizing over its highways during the touring season. They are particularly interested in central and western portions of the state, being the gateway to western points. As a general rule when a motorist plans to visit the west he either goes via Gettysburg and thence over the Chambersburg pike or via Hagerstown, striking the same pike either at Chambersburg or McConnellsburg. The other main artery to the west is via Hagerstown to Cumberland, this highway, however, being in the state of Maryland and said to be badly needed in the vicinity of Cumberland for some years past.

Steps have already been taken to acquire one important toll road by the state authorities in Pennsylvania, being the Chambersburg and Bedford turnpike road. This road forms a portion of one of the most desirable and shortest routes from Philadelphia to Pittsburgh. A toll of 3 cents a mile is charged to go over this turnpike, which has been protested against by motorists for years. The toll road exists for a distance of thirty-seven miles west from Chambersburg, and is one of the worst in that section of the state. Condemnation proceedings have

stimulus to the question and have been productive of greater results than all other causes combined. At the last session of Congress several hundred thousand dollars were appropriated to be expended in the improvement of rural free delivery roads, this being in addition to a large appropriation obtained by the office of public roads of the Department of Agriculture through Logan Waller Page, the director. The post office appropriation will be expended under the supervision of Postmaster General Hitchcock, who is expected to lend valuable assistance to the Department of Agriculture in carrying on this most important work.

Good roads are of vital importance to the rural mail service in order to facilitate easy transit, certainly and regularly in delivery and dispatch of the mails. Rural residents have come to expect the call of the mail carrier each day at an appointed time without regard to climatic and seasonal conditions, and in a great many instances they fail to show their appreciation of this service to them by neglecting to see to it that the passage of the carrier over the roads is made as easy as possible during both summer and winter.

Left for Ohio.

Another valuable member of the local motorizing fraternity has resigned in order to accept a position in the middle west, William B. Curtis, assistant manager of the United Motor Washington Company. Mr. Curtis has been connected with the local branch for the past two years and was decidedly popular with all whom he came in contact with. He left to accept a position with the Youngstown (Ohio) Sheet and Tube Company. Mr. Curtis is a mechanical engineer of some note and at one time was connected with the Corbin Motor Vehicle Company

(Continued on Seventh Page.)

AUTOMOBILE CALENDAR

November 6—Track meet: Shreveport Automobile Club, Shreveport, La.
November 8-18—Olympic show: overflow November 23-30 Agricultural Hall.
December 7-23—Paris salon.
January 6-11, 1913—Cleveland show.
January 4-11—Montreal show.
January 11-18—New York pleasure car show: Automobile Board of Trade; Madison Square Garden and Grand Central Palace.
January 11-23—Brussels, Belgium, show, Centenary Palace.
January 26-31—New York truck show: Automobile Board of Trade; Grand Central Palace and Madison Square Garden.
January 26-February 1—Montreal, Canada, show.
January 27-February 1—Detroit show.
February 1-March 1—Pleasure car and truck show, Cincinnati, Ohio.
February 1-8—Chicago show.
February 10-15—Chicago truck show.
February 10-15—Minneapolis show.
February 17-22—Kansas City show.
February 24-March 1—Show at Omaha, Neb.
March 3-8—Pittsburgh show.
March 6-15—Boston pleasure car show.
March 17-22—Buffalo show.
March, 19-20—Boston truck show.

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Following the King.

From the London Chronicle.
European annals contain one case which may be compared and contrasted from the difference of spirit with Gen. Nogli's

suicide at his master's funeral. When Henry III. of France died a youth named L'Isle Marivaux, carried away by the passion for duelling which raged at that time, declared that he would not survive his beloved king, and threw his cartel in a dead letter, just as the late miked had. It was instantly picked up, and Marivaux soon found the death he sought. But even then this was considered a madcap freak. It may be added that Henry III. had forbidden duelling on penalty of death, though this order remained a dead letter, just as the late miked had. In addition to contributing to the profits of agriculture, good roads add in